

COUNTRY	East Germany	REPORT	
TOPIC	Brand Airfield		25X1
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	29 December 1952
REFERENCES			
PAGES	4	ENCLOSURES (NO. & TYPE)	3 - three sketches on ditto
REMARKS	This is UNEVALUATED Information		

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1. The following observations were made at Brand airfield between 4 and 17 November 1952:

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4 November. It rained. The sky was almost completely overcast at an altitude of about 200 meters. Visibility was limited to about 3 km. Between 8:15 and 9 a.m., 12 jet bombers which were parked on the dispersal area in the middle section of the southern taxiway were being refueled by four tank trucks with trailers. The tank trucks drew up in front of the left side of the plane 5 to 6 meters from the plane. Then a hose was put into an aperture at the left side of the plane between the trailing edge of the wing and the rudder assembly. The refueling procedure usually took 8 to 10 minutes and, on some planes, 5 minutes only. At 9:30 a.m., the first two planes, one UII-28 and one IL-28, took off at short intervals. The planes flew side by side with an interval of about 100 meters at an altitude of about 150 meters. They landed at 10 a.m. at an interval of about 2,000 meters. At 10:15 a.m., three jet bombers, including one UII-28 and two IL-28s, flew in line abreast formation at an altitude of about 200 meters. The interval between the individual planes was about 100 meters. The formation circled once over the field and plane landed at 10:30 a.m., while the other two planes landed at 11 a.m., approaching from the east at an interval of about 1,500 meters. At 1 p.m., 10 jet bombers took off at short intervals and assembled in two line abreast formations of five planes each. The intervals between the individual planes, which flew at an altitude of about 250 meters, was about 100 meters. The first plane landed at 2:15 p.m. approaching from the east and the other aircraft followed at intervals of about 1,500 meters. six landing planes were IL-28s. After the landing of the last plane, air activity was discontinued for the entire day.

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5 November. There was no air activity. At 9 a.m., four jet bombers were being towed by prime movers from the dispersal areas to the gun firing pit. Each plane fired three shots with the cannon at the left side of the nose. The target was the sand wall of the pit which was about 300 meters from the plane. After the three rounds were fired, the plane was turned around by about 15 men and three

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short bursts were fired with the tail guns. During the practice, each plane was occupied by two men. Firing was discontinued at 1:30 p.m.²

6 to 10 November. There was no air activity. Eighteen canvas-covered jet bombers without auxiliary fuel tanks were parked in three groups of 5, 6, and 7 planes in the dispersal area at the southern taxiway. Their noses pointed to the south. Between 9 a.m. and 3 p.m. on 10 November, bursts of fire were heard from the gun firing pit which was 50 meters away.

11 November. It rained heavily. There was a closed cloud base at an altitude of about 150 meters. Visibility was limited to 3 km. An IIL-28 [] took off toward the west at 9 a.m. and landed at 9:25 a.m. coming from the east. Another IIL-28 [] took off toward the west at 9:30 a.m. and an IIL-28 [] took off at 10 a.m.

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[] These take-off and landing maneuvers was repeated by the two planes until about 3 p.m. No other aircraft were observed aloft.

12 November. A close layer of fog was observed at an altitude of about 100 meters. Visibility was limited to 2,000 meters. An IIL-28 [] took off at 9 a.m. and landed at 9:20 a.m. At 9:30 a.m., the IIL-28 plane [] took off and departed flying at a high altitude. Further take-offs were made by an IIL-28 [] at 9:45 a.m. and an IIL-28 [] at 10 a.m. The planes flew individually and at a high altitude. The landings were made by plane [] at 10:45 a.m., plane [] at 11 a.m., and plane [] at 11:15 a.m. Another 12 take-offs and landings were made until about 2 p.m. Between 9 a.m. and 3 p.m., aircraft weapons were again being zeroed in at the gun firing pit.

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13 November. There was ground haze and high fog, visibility of about 500 meters, and a 7/10 overcast at an estimated height of 250 meters. At 10 a.m., IIL-28 [] took off toward the west although there was a light easterly wind. From the noise heard, the plane circled twice over the field at a high altitude before departing toward the west. The plane returned to the field at 12:30 p.m. coming from the west. It circled twice over the field before landing from east to west. The same plane again took off at 12:45 p.m., circled twice over the field and departed to the west. Its landing was observed at 1:50 p.m.

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14 to 17 November. No air activity was observed. All planes were removed from the dispersal area. Their present location could not be determined.

2. On 15 November, the field was covered with snow 20 to 30 cm deep. The runway was being cleared by 5 or 6 tractors and the taxiway by 22 tractors, each of which towed a trailer. The tractors which were about 1.2 meters high with small thick rubber wheels bore some resemblance with the electric carts used at the railroad stations. The trailers apparently were snow plows similar in shape to railroad snowplows. Five or six men sat on the snow plows. [] The runway was icy, and the temperature was several degrees below zero centigrade.

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3. On 18 and 21 November, more than 10 canvas-covered jet bombers were observed on the large hardstands at the southern taxiway. A transport plane with two radial engines and three-bladed propellers was parked at the field on 21 November. There was no air activity between 10 a.m. and 1 p.m. on the two days.

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4. The first construction of a model shrapnel-proof aircraft revetment was based on the experiences observed during the war in Korea. A second model was constructed by the chief construction supervisor at field. However, both models proved to be not quite satisfactory; the German construction was slightly better than the Russian model. Two shrapnel-proof aircraft revetments were completed up to 21 November and an additional 50 revetments were to be built. Of the required concrete sections 90 percent of slabs and 64 percent of beams were manufactured by 21 November. These concrete sections were formed in moldings at the field and hardened by steam as the moist air did not permit a quick hardening of the cement. The steam-hardened sections were ready for transportation after eight hours. [redacted] sketches of the shrapnel-proof aircraft revetments. [redacted] the revetments were originally to be provided with straight walls. However, demolition tests proved that these walls did not have enough resistance and, therefore, the sidewalls were finally designed in such a way so that they had their largest cross-section in the middle and tapering to both ends. The construction cost for one complete revetment was estimated at 31,000 eastmarks.¹

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5. The official target date for the completion of all military installations at the field, except for additional barracks buildings, was 20 December 1952. The Bauunion established the target date 15 December. It appeared that this date would not be kept partly because of the unfavorable weather.²
6. In mid-November, six canvas-covered AA guns were observed in an emplacement in the western section of the southern taxiway between the runway and taxiway. The gun barrels which were in horizontal position were also covered with tarpaulins. Earthbunkers and individual sentries were observed near the emplacement. 5 and 7

1. [redacted] Comment. According to previous reports, the filling aperture for fuel is in the upper section of the fuselage. [redacted]

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2. [redacted] Comment. Cannons are fitted on both sides of the nose of the IL-28 plane. However [redacted] only one nose weapon was being adjusted.

3. [redacted] Comment. [redacted] previously reported the arrival of three carriages [redacted] These vehicles were then referred to as starter carriages. According to the present report, it appears that they are electric carts towing snow plows.

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4. [redacted] Comment. Considerable efforts have been made for the construction of shrapnel-proof aircraft revetments model which meet all requirements. According to an estimate, the construction of the scheduled 52 revetments would exceed 1.5 million eastmarks. For sketches of revetment, see Annexes 1, 2 and 3.

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5. [redacted] Comment. According to several reports, the Grand construction staff is to be charged with construction work at Tutow airfield upon completion of work at Brand airfield.

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6. [redacted] Comment. The AA gun emplacement is known. Its reported location apparently is permanent.


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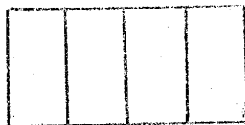
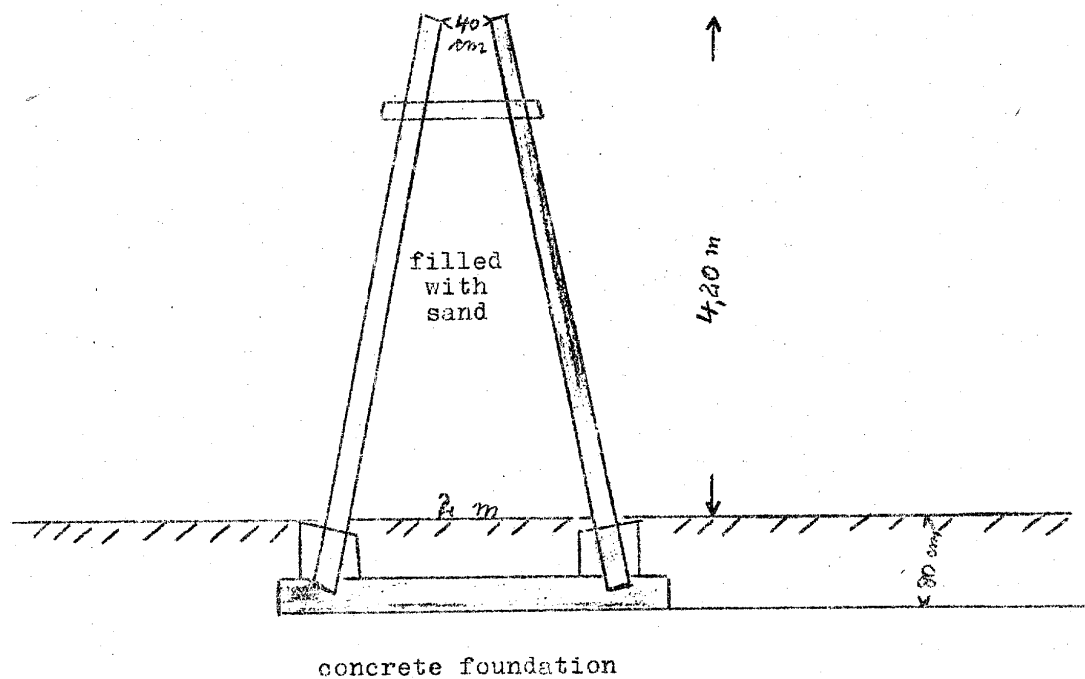
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7.  Comment. The bomber regiment at Brand airfield is still equipped with about 18 IL-28s including some UIL-28s. Air activity shows that the regiment consists of pilots who are able to make instrument flights and other pilots who still train on UIL-28s.

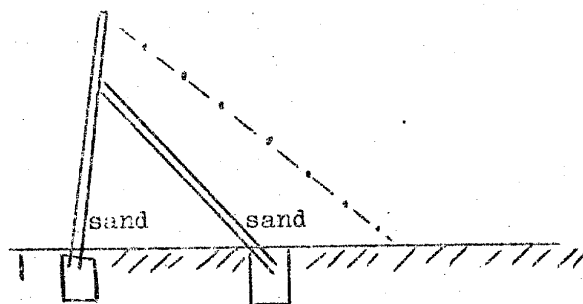
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Cross Section of Side wall of Shrapnelproof Aircraft Revetment
at Brand Airfield



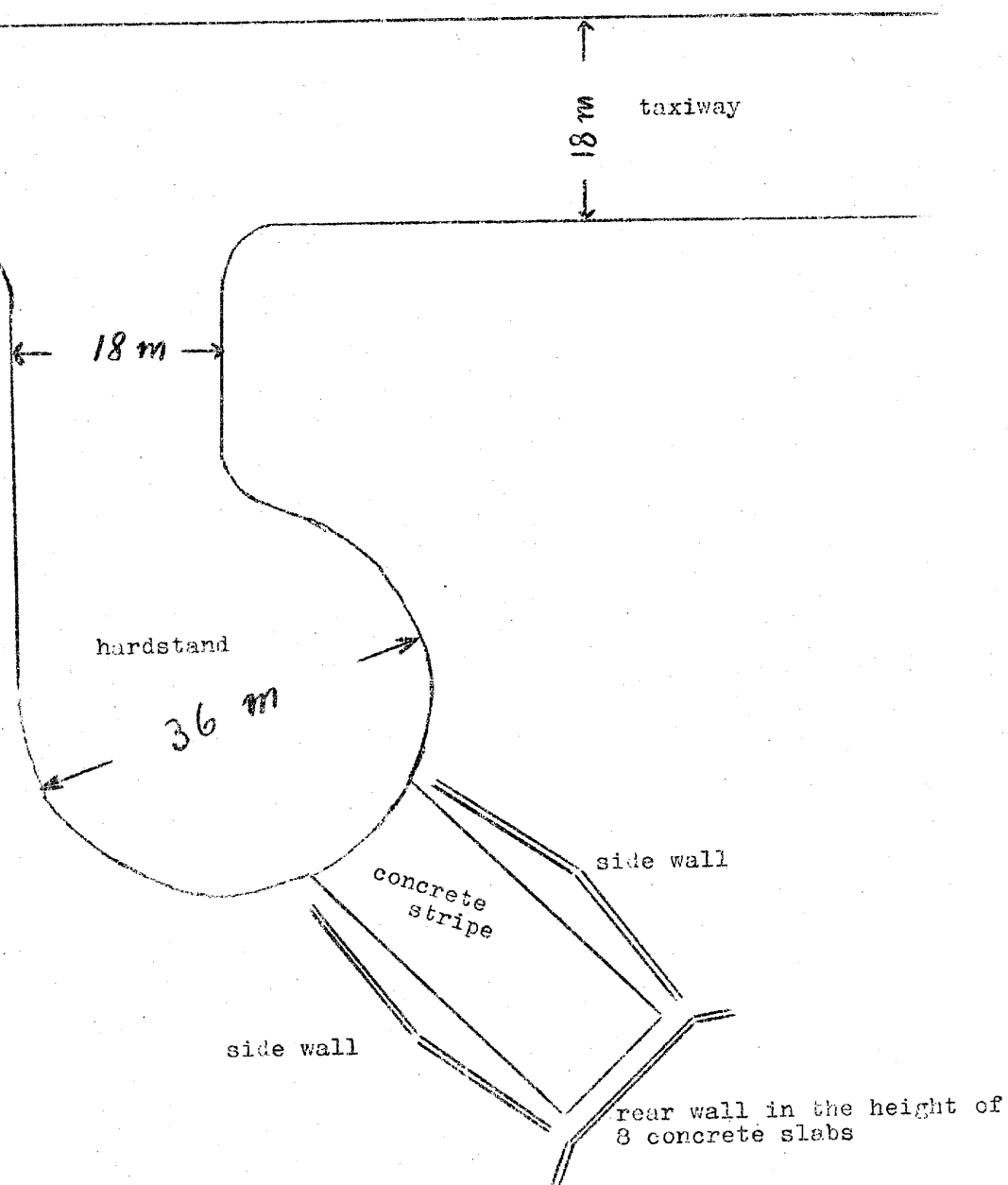
Reinforcement of a concrete slab
 with 3 or 4 panels;
 one side is flush, while the
 reinforcement slightly projects
 on the other side;
 the flush side is turned to the inside



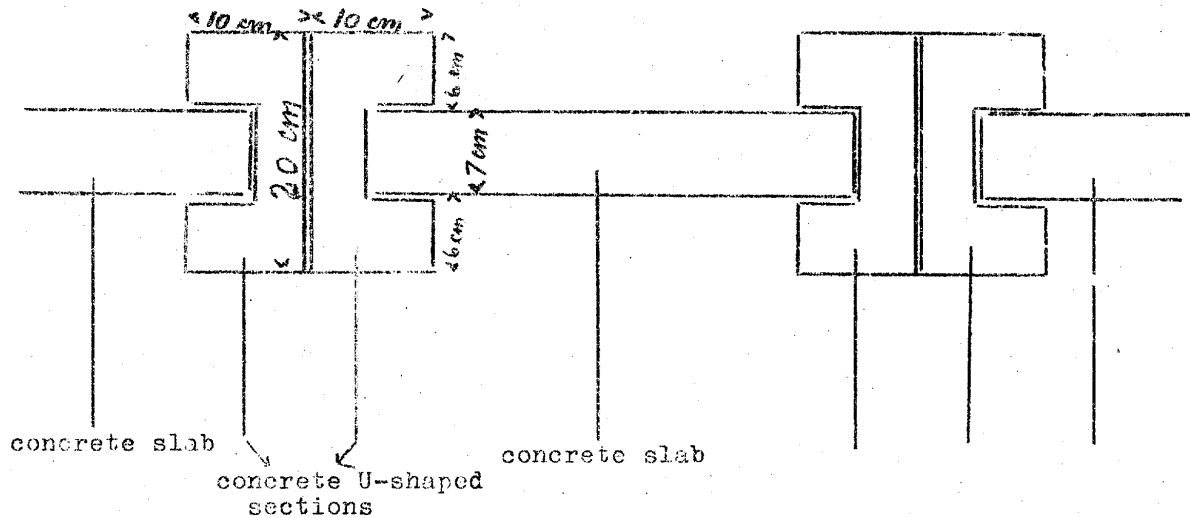
tentative construction drawing
 of rear wall

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Hardstand with Shrapnelproof Aircraft Revetment
at Brand Airfield



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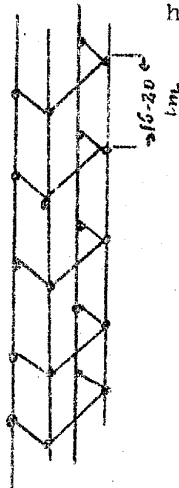
Cross Section of Concrete Side Wall

Cross Section Showing
Reinforcement of U-shaped
Concrete parts



Pattern of Reinforcement of
Reinforcement of Concrete Sections

vertical rods 10 mm in diameter
horizontal rods 8 mm in diameter



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